RAILROADS. LOCAL TIME TABLE.

	TEXAS AND PACIFIC
Arrive.	EASTBOUND. Leave.
	No. 2 daily 7:25 a. m.
5:95 p. r	No. 4 daily 6:40 p. m.
	No. 6 daily 5:20 a.m.
	No 8 dally 3:00 p. m.
10:20 a. t	
	WESTBOUND.
7:50 p. r	No. 1 daily
S:70 B 7	No. 3 dally 9:05 a. m.
10:00 p. p	
11:35 a. n	No. 7 daily
4:30 p. 1	
MIS	SOURL HANSAS AND TEXAS.
Arrive.	NORTHBOUND, Leave.
6 (737 p. 27	No. 2 dally 7:00 n. m.
6 (8) D. 21	No. 4 daily 6:13 p. m. southbound.
	SOUTHBOUND.
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di Calvert.....

sufacturers of the Celebrated Fort Worth Well Drilling Machinery

Architectural Iron Work a Specialty.

ATTEMPTED UXORICIDE.

A Woman Awakens at Sherman to Dig. cover her Husband Holding Chloro-

form to Her Nestrils. perial to the Hazette.

special to be diamete.

Emmands Till, April 9.—The officers is a not yet diverged the name of a woman who can aware the a noise in the house had light, and the overest har husband appropriate the name of the control of the restrik, believed to be with numberous intent. There had been donaise trouble and the natur will end it be courts, si her criminally against the man or in diverse proceedings. The the man or in diverse proceedings. The unhappy home is located on East Lamar street.

A State The Weekly Gazerra the best adver

THE ALTON'S KNIFE.

It is Whetted On Account of the Milwaukee Differential.

THE FRISCO'S LUMBER TARIFF.

Reduced Rates From Arkansos to Santa Fe Stations in Texas-Scalping On Fort Worth Eastbound Tickets. Other Railroad News.

An Old Timer.

Col. F. D. May of the Pennsylvania line, Cel. F. D. May of the Pennsylvania line, and who pessesses the proud distinction of being the oldest traveling passenger agent in the United States, is in the city. Col. May is on the retired list, but oraws his usual salary and is furnished with transportation and an expense account and goes where he pleases. Though not required to report he still histles, in lots of business and makes many younger men hustic for business in lively style. business in lively style.

The St. Louis and San Francisco railway and the Guif. Colorado and Santa Fe railroad have issued out through freight tariff. Frisco No. 209. Santa Fe. No. 342, epdying on lumber, lath, shingles and fence ests in car load lots, minimum weight, 14,000 pounds from all stations in Arkansus, indian Territory and Texas on Texas six-rision to stations named on the Gulf, Colo-rado and Santa Fe railroad, except where sum of locals are less. This tariff is effect-ive April 12. The rate quoted to Fort Worth is 23% cents.

Grain Dealers' Complaints.

The complaint of the Kansas City com-eroial exchange against the Santa Fe, the lissouri Pacific, the Union Pacific and the aterstate commerce commission in a first May 28th, says the Times. The com-mission has telegraphed the attorneys for the grain men asking if that date would be agaisfactory, and an answer in the affirma-tion forwarded to Washington. he selection of Kansas City as the place should the trial will be generally con-cended. This is the point most interested of the result of the ficht and at the same airing of the facts in the case will toward acquainting the people of of the true condition of affairs with 7 a.p. m. Memphis Express ... 8:00 a.m. the railroads here.

FORT WORTH IN IT.

Kansas City Brokers Making a Scalp on Eastbound Tickets.

is a more and in are complicated and admirs that his business, is being "scarped," yet it is on. To rare instances that may complaint is being made. With positive proof of ir-regular practices actually in their posses-sion the accust do not raise their customary now and, instead of citying "stop third," the textures another in a "sea" would would take matters quietly and "saw wood."
"It's all right." said one agent to-day,
"I've known for some time that this as are
not as they should be, but you can't get me
to open my bead. I'm 'frois up' tight, and
un not saying a word."

COLORADO REJOICES.

What the Clipper Thinks of That City's Railroad Prospects. Since it has become pretty certain that the Wichita Valley and Southwestern will extend their road from Soymour, its pro-ent terminus, to Kerrville, to a connection with the Aransas Paise road via Haskell,
Roby, Colorado, Concho, and San Angelo,
the new town of Concho in the beautiful valley of the Concho river, midway between Colorado and San
Angelo, has sprung into existence and is
building up tabelity with thrifty farmers,
and it will be but a little while until that
great valley will be a continuous certon and
when theid from source to mouth. The
road from Celorado to Conche, which could wheat haid from source to mouth. The road from Celorade to Conche, which could be traveled a few years ago the entire distance without seeing a house, is now dotted with farms and farm houses so that in traveling the road year are not out of sight of louses from the time you leave Colorade clear trough to Couche. The same is true of the country along the proposed line from Colorado morthwest to Husbell. The country is roadily silling in all the available land of the country along the processed line from Caterado northwest to Hashell. The country is rapidly dilling in all the available land before taken, and farms and farm houses taking the place of big ranches, corrain and disposed. Truly we are an are of accelerate, and the Colorado country is in the lead of the procession. All West Texas ever lawled of being the grandest country inder the sun was development, and sile is now restling that in good shape. Why is it that the Colorado country is in the lead and getting more limiteration than any other portion of the state? It is because all the cheap first class agricultural lands untaken are to be found in the Colorado country. Here you can buy land first, class agricultural and and, at from \$2 to \$4 per acre, and that can be cuitivated for half the expense of cultivation of the black waxy mads of Lastein Texas—the yield will be equal to the black lands in all of the crops, and far better in wheat oats, veretables and tribs. The Colorado country is out of the manular bolt. No sickness here except measles and such discusses as are prevalent measles and such discusses as are prevalent measles and such discusses as are prevalent. ministrial boll. As seconess here except mousles and such discusses as are prevalent everywhere. In the Colorado country we have perfect health, perfect climate, good society, good school and church facilities, pure water, the best stock country under he sun, and an agricultural and bortical for Mitchell county and the Colorado coun-

TO THE SEA COAST.

Roswell Wants a Line to Deep Water at

Among the many appropriations of the dredging the harbor and bar at Galveston bay, on the Texas coast, says the Roswell (N. M.) Record. The Capitol land syndicate, which holds the 2,000,000 acres of land in the Panhandle, given by the state of Texas for the building of the state capitol. at Austin, has recently purchased a large tract of land at the mouth of the Brazes river and intend, on their own responsibility, to lay of a town and build a harbor ment \$99,850, a total of \$557,560, or \$6068.75 for shipping, and last, but by no means the least in importance, the enterprising citi-zens of Aransas harbor have a well digested and feasible plan under way, whereby they propose to secure deep water over the bar of their excellation harpor.

Galveston a sady has railroad facilities sufficient to carry to, and from the interior, all the produce that will pass through the birroor during the present generation. When the \$5,000,000 shall be expended, Gal veston will probably ask congress for un-other appropriation to finish the work

The Capitol syndicate, owning as it does the large body of land lying just east of the New Maxico line, in the Panhandle will, in all probability interest itself in the con-struction of a railway to connect its lands, soon to be thrown upon the market, with soon to be thrown upon the market, with its seaport town at the mouth of the Brazos. For sanitary reasons we do not believe that a town of any considerale size can be built at the mouth of the Brazos buil

river unless we include mosquitoes and alligators in the enumeration of the popula-

Texas coast, is destined, by nature, to be the most important. It is one of the best harbors on the guif cost; its bar can be deepened for the entrance of the largest vessels that plough the main at a cost far less than at any other point. The adjacent country is freer from mainria than almost any point on the Texas coast, and to that any point on the Texas coast, and to that t the capitalists are looking for an out-

let to the sea.

The lack of a deep water harbor on the coast of the rulf of Mexico has retarded the growth of the Southwest for the last quarter of a century. The point has been reached now when an outlet has become a necessity, and, practically, Aransas has been decided upon as that outlet. Texas, New Mexico, Colorado, Kansas, Nebraska, and the rest of the Northwestern states, feel the necessity for a southern outlet to the sea.

Already there are two railroads building to Aransas, and more are projected. It was the intention of the management of the Pecos Valley railroad to connect with some road running directly to the coast. The necessity for an outlet for the products of the great Pecos valley was, and is, understood to the fullest degree by Messrs. Hagerman, Eddy, and others, and the present Pecos Valley road is but a wall part of a Pecos Valley road is but a small part of a grand trunk line connecting Denver, and the Northwest, with the scaboard.

This road is now being projected, and before another year we can confidently expect
to see the Pecos valley opened by rail from
the Texas and Pacific to Albiquerque, and
a long extension to the South, pointing to
Aransas, the future outlet for the vast
stores of produce from the West. This
road will give Derver these lines to the road will give Denver three lines to the gulf, and the road from Aransas will tragulf, and the road from Arassac verse a country rich in all that is needed to make a prosperous and happy people. It will give the people of Albuquerque, and through the northern part of the territory, and the territory increasing supplies, an outler for their ever increasing supplies, and will place our products within easy reach of a metropolitan market.

This road will be a greater factor in the prosperity of Denver than any other which will enter her limits. To Alouquerque, it means a prosperity scarcely to be equalled, and to the Pecos valley it is the one thing needful. We must have a railroad connection with other than the Texas and Parific, and this projected road will give as a mar-ket for our supplies that will place us in a position to compete, in the foreign markets,

with any part of the United States, When our fruits shall come into market, and our produce is ready to garner, the farmers and fruit raisers of the Pecos val-icy will feel a confidence in a good market at the open scabbard to the south of us. The South and West are realizing more and more each year that their interests are common, and with the building of every railroad to connect the two sections the bond of unity becomes closer. With deep water assured, and means of transportation from the port, an era of prosperity will set in in the Southwest and West hitherto unknown.

Daniel Ripley, general freight agent of the Houston and Texas. Central, is in the

J. E. Rife, an old time railroad man and a ber of the Pennsylvania legislature, is

The Fort Worth and Denver is kept busy transferring stock from the Texas and Pacific to the Union stockyards.

R. J. Duncan, general superIntendent of the Union Pacific system will arrive in the city on a special train this morning.

Engine No. 4, the new locomolive just finished at the Denver shops, took her trial trip to Saginaw yesterday afternoon. Last night at 8 o'clock E. W. Crifg, a clock in the Santa Fe office was married and left on the evening train for a bridal

tour to Kansas City and Des Moines. Jake Zurn, city ticket agent of the Texas and Pacific, went to Waco yesterday to attend the grand commandery of Knights. Templar and during his absence C. P. Fernan, traveling presenger agent is quoting rates.

nent and enterprising citizens of the wide-awake city of Fort Worth, is in Res-well looking over the flesh for investments. Mr. Andrews has great faith in the future of the Pecos valley, and speaks encourag-ly of the building of the Fort Worth and Albuquerque railroad at an early data effectivel in M. Pessent

Datass, Tex., April 9.-At 6a m. Monday, April 13. a special train carrying the Dallas Frobston. Society will leave via the Santa Fe for the Galveston Saengerfest. This train will also carry anyone who may wish to go. A special car will leave Fort Worth in time to catch this train at Cle-burne in case enough Fort Worth people

railroad and wagon bridge over the Arkan-sas river at this place just being completed was thoroughly tested this afternoon. The first locomotive went over from this side and returned, and then four engines went over at a time, stopping at each span as they went across and returned. This is one of the largest and most expensive bridges in this country, being 2070 feet from approach to approach. Its completion will be celebrated in grand style on the 27th of this month, several thousand dellars having been contributed toward getting up the celebration.

TO BE REVIVED.

The Scheme for a Road From San Antonio to Oukville-A Proposition.

San Antonio, Tex., April 9.—Messes, Asher Gruver of San Antonio, and Sam J. Whitsell, a large stock dealer of Pleasnaton Atascosa county, have revived the old scheme of a railroad from San Antonio to Oakville, a distance of eighty miles. A charter will be applied for shortly. The plan is to build via Pleas-anton and Campbellton. The pro-lectors of the read propose that if the towns through which it is to run, will grade the roadbed and late congress was one for the same sum of it is to run, will grade the roadeed and so one for the purpose of deepening and turn it over to them or else donate \$800 a mile, they tie, rail, equip and put the road in operation. The cost of the grading would therefore be \$64,000. Oakville is trying to raise \$20,000; Cambellton, \$16,000 and Pleasanton \$25,000. San Antonio will be asked to put up half the sum wanted by

a mile. The line has been surveyed,

The Passenger Business

Chicago, I.L., April 9.—In a conference to-day with Chaiman Donald General Pas-senger Agent Fustis of the Chicago, Burlington and Quincy promised to cease paying commissions on passenger business,

Arragined in Court.

New York, April 9.—The indicted directors of the New York and New Haven and Hartford Rallroad company were arraigned before Judge Martin's general session court to-day. Time was allowed them until the 13th to enter their pleadings.

An Offer for the Property.

dicate for the property in Tennessee was taken under consideration with a probably favorable result.

Difficulty in Texas Rates

St. Louis, Mo., April 9 .- A difficulty has arisen in rates to Texas in consequence of the action of the Chicago and Alton in un-dertaking to establish rates from Chicago on a basis of 6 cents, first class; 4 cents, second class; 3 cents, third class, and 2 cents for other per 100 pounds, less than the rate previously in effect, on the ground of maintaining the difference as be-tween Chicago and Milwaukee rates to Texas points. As might be expected the lines to Texas are disposed to other to this individual action on the part arisen in rates to Texas in consequen

object to this individual action on the part of the Alton and want to prevent a demor-alized condition of rates, especially when the result would be to disturb the previous relative adjustment as betten Chicago, St. Louis and other points. The disturbances has reliable to the result of the result of the conhas arisen, it will be remembered, in con-sequence of an old misunderstanding as to rates from Milwaukee versus Chicago. At one time Milwaukee rates were differ-ential, but by an arrangement entered into by interested lines, Milwaukee was put on the Chicago basis. Owing to the

failure on the part of the Alten to bring about the adjustment desired by them with the lines from Milwaukee as to the division of reduced through rates, they have en-deavored to re-establish the old differences as between Milwaukee and Chicago, but in so doing of necessity inject into the rate situation of the Southwest a disturbing element not calculated to advance the interests of the Texas lines. These lines have as yet taken no action in regard to the mat-ter, but it is likely they will soon do so, and a rate war will be the inevitable result.

NO EXTENSION.

Henrietta Does not Propose to be Whip-Sawed Out of the Honor of Building the Red River and Southwestern.

HENRIETTA, TEX , April 9, 1891.

Editor Gazette. There was printed in THE GAZETTE'S "What Not" column of April 7 what pur-ported to be an interview with one J. M. Carter of St. Louis, in which that gentleman, with great self importance and show of information, undertakes to make it ap-pear that the Red River and Southwestern railway, now being built from this city to the Abilene and San Angelo country, is merely an extension of the Missouri, Kansas and Texas from its present termi

nos at this place.
Your correspondent desires to say that Mr. Carter is either sailly misinformed or guilty of gross misrepresentation. The Missouri, Kansas and Texas has no interest of any kind whatever in the Red River and Southwestern. The stock of the latter road is owned by gentlemen who live in this city and along the line of the road. Not a dollar Tail Lights.

T. M. Hunt, commercial agent of the Texas and Pacific, is at Waco.

Daniel Ripley, general freight agent of Department of the relief of the re

Our people are tired of hearing it asserted that this road is merely an extension of the Katy. The Katy is a great road and we are proud of it, but its extension from here will us but little good, while the building of Red River and Southwestern will be of mense importance and benefit to us, and immense importance and benefit to us, and we do not care to have that fact obscured by false assertions and insimuations on the part of would-be railroad prophets to the effect that it is only an extension of the Katy. This has been done so much that it begins to have quite a multicous look to it. The chief officials of the Katy have been in Fort Worth quite recently. How does it heapen that Mr. "What-Not" or seme other sharp reporter for Tim Gazztur cannot get a suspicion of such a thing from any of them! It is believed by many that the Missouri, Kansas and Texas will extend the Missouri, Kansas and Texas will extend west from this city sometime during the year. Our people will not object to it, but tend the grand commandery of Knights
Templar and during his absence C. P. Fegan,
traveling presenger agent is quoting rates.
President Harrisson has notified the Kansay Gity. Fort Scott and Memphis road that
he will accept a special car that has been
offered him over that road from Birmingham, Ala., to Memphis, Tenn. The president will leave Birmingham April is and
from Memphis he will go to Lattle Rock,
Ark.

T. T. D. Andrews, one of the most prominent and enterprising citizens of the wido-

PECULIAR EVIDENCE,

PORTIONS OF THE SKELETON OF A YOUNG MAN

Murdered in 1888 Taken to Paris to be Used as Evidence-Two Parties Arrested-The Story.

Special to the Gazette.

wish to go. A special car will leave Fort Worth in time to catch this train at Cleburne in case enough Fort Worth people wish to go to warrant the running of the car. Tickets will be sold at reduced rates good until April 18.

A BRIDGE TEST.

The New One Over the Arkansas River at Fort Smith.

Special to the Gazette.

Foat Smith, Abr. April 9.—The Gould railread and wagon bridge over the Arkansas river at this place just being completed was theroughly tested this afternoon. The first kecomotive went over from this side and returned, and then four engines. borough, was also there. The Golden house is near Wapanaukka in the Chickasaw.comtry. That was the last seen of Simmons Later Golden was in possession of the horse Simmons rode on the fatal day. He norse Simmons role on the latal day. He said he found it wandering out on the prairie. Later the saddle and saddle bags were found secreted in the rocks near the Golden house. Simmons disappearance gave cause for inquiry, yet, nothing was known of his whereabouts. Finally suspicion fastened itself upon Golden and Seatherough and they was a research and Scarborough, and they were arrested and carried to Paris. Then the officers found out all about the murder and the dispesition of the body. Monday Deputy United States Marshal's Williams and Dickerson went out to the Golden house and off in the hills a short distance was found a cave. and there was a skeleton. Only portions of it was found, which were gathered up, placed in a sack and will be carried before the United States court at Paris and used as evidence against the men charged with the murder. Thus the disappearance of Will Simmons is fully explained and another mystery of the Indian Territory is cleared away.

WOMEN DISAGREE.

Scene at the Meeting of the Woman's World's Fair Board.
CHICAGO, ILL., April 9.—There was quite a scene at the meeting of the executive committee of the woman's board of the World's fair commissioners to-day. Mrs. Potter Palmer, president of the board is ex-officio president of the executive committee and the committee proceeded to complete its organization by the election of a secretary. By an almost unanimous vote, Miss Silma Gale Cook of Tennessee was chosen. Miss Phœbe Cousins of Missouri, secretary of the board, claimed that she was ex-officio secretary of the executive committee and declined to yield the chair to Miss Cook. No arguments could move her and the meeting adjourned with mat-Scene at the Meeting of the Woman's her and the meeting adjourned with matters unsettled.

Liverymen's Association. Special to the Gazette.

Special to the Gazette.

BETAN, TEX., April 9.—The Liverymen's association of the state of Texas will be held at Bryan, Tex., on April 15/1891. All liverymen are invited, and great preparations are being made to entertain all who coms.

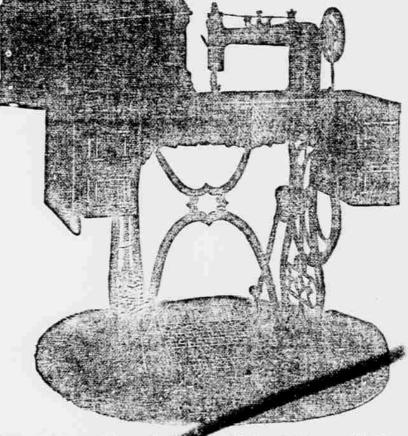
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SINGER SEWING WACHINES

At One-Half Price!

High-Arm Singer, the Finest and Best Made Machine of the Singer Pattern in the Market.

Manufactured for the Gazette



With each of these machines we ew. I extra throat plate

The New and Greatly Improved!

Bear in Mind that These Machines are Thoroughly Made and of First-Class Workmanship.

\$61 FOR ONLY \$24! \$70 FOR ONLY \$33!

OUR OFFER: To every mail subscriber of THE SUNDAY GAZETTE We will send the High-Arm Improved Singer and paper one year for \$25, and to every mail subscriber of the Daily Gazerra we will send the High-Arm Improved Singer and paper one year for \$33; or, Daily six months and the machine for \$28.50-pur-

chasers pay freight. Weekly Gazerra one year and machine \$54. Every machine warranted for five years. Address all orders and remittances to

GAZETTE, Fort Worth, Texas.

SO MUCH MORL THAN EXPECTED. VERNON, TEX., March 21, 1891.

The Democrat Pub. Co., Fort Worth, Tex.: GENTLEMEN—The machine came all O. K. It is a good one, so much better than was looked for at so small a price. It is just as good as my \$45 one, and looks better to-day, and does just as good work as any machine. Thanks for the bargain in it. Good luck to THE GAZETTE. Respectfully yours

> ALL THAT IS CLAIMED FOR IT. Box 65, VERNON, Tex., March 23, 1891.

Democrat Publishing Co., Fort Worth, Tex.: Gentlemen-The No. 4. High-Arm premium sewing machine was received in good order, and my wife finds it to be all you claim for it, and is quite satisfied that it is equal to any other machine of twice the price you ask for this one. The case, too, is exceedingly handsome and very well finished. E. L. MOURANT,

AS GOOD AS HIGH-PRICED MACHINES.

MOODY, TEX., March 28, 1891.

Democrat Pub. Co., Fort Worth: GENTS-The machine I ordered from you arrived safe, and, after a thorough test, my wife says she likes it fully as well as any of the high-priced machines on the market now. Respectfully,

BEYOND HIS EXPECTATIONS.

TULIA, TEX., April 6, 1891.

To the Gazette: GENTLEMEN-I received THE CAZETTE machine in good order. It is beyond my expectations in finish, and is simple in construction and convenience. I have shown it to several, and they say it can't be beat.

CASEY & SWASEY

Agents for Anheuser, Lemp and Schlitz Beer.

IMPORTERS AND WHOLESALE DEALERS DECLERS

Fort Worth, - -Texas.

ions on all brands of Kentucky whiskles from stock here or warehouses in Ken-

itcher's Castoria.



NORTH -: - AND -: - EAST

CHICAGO, ST. LOUIS.

KANSAS CITY I

New York, Boston, Montreal and St. Post

G. P. HUGHES, Ass t. Gen. Passenger 32.

THROUGH TICKETS

United States, Canada and Mexic For any desired information, Tickets, Folio a treet Furt Worth,
D. LUSE, Ticket Agent Union Depot.
A. TULEY, T. P. A. Dallas, Teras.

AVIS, City Passenger and Ticket Ag The Cotton Belt Route

S. DAVIS

Shortest, Quickest and Only Line

-WITH-THROUGH CAR SERVICE TO MEMPHIS.

Delivering passengers in denots of a transfer across that city.

> 7:30 p. m. and 7:20 p. ... 8:55 a. m. and 8:55 u. m. -CARRYING-

Through Coaches and Pullman Buffet Sleepers FORT WORTH TO MEMPHIS AND

Pullman Buffet Sleepers to Texarkana on the night train, connecting in Memphis through trains to all points East and South-All further information cheerfully furnished on application to any of the following:

G. W. BARNHART, General Agent, 401 Mag. street, Fort Worth.
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THE FAVORITE LINE

Via Sacramento to Oregon and ONLY

TAKE THE "ST. LOUIS LIMITED"

Between Fort Worth and St. Louis. The fasters time between Texas and the North and East. Bouble daily line of Pullman Palace Sleeping Cars through to St. Louis via the

IRON MOUNTAIN ROUTE.

Through Sleeping Cars between New Orleans and Denver, and St. Louis and El Paso.
For rates, Tickets, and all information app 8 to or address any of the ticket agents, or C. P. FEGAN, Traveling Passenger Agent.
B. W. McCULLOUGH, General Passenger and Ticket Agent. JNO. A. GRANT, Third Vice-President, Dailso